



Slauson Corridor Revitalization Project

A community meeting was held on February 22, 2012 to discuss the Slauson Avenue Revitalization Project.

Supervisor Ridley-Thomas and representatives of the County's Department of Public Works provided an update on the Supervisor's unique website public opinion poll, which attracted more than 800 responses from concerned community members.

Using his website as an access point, the Supervisor presented eight alternatives to the community, with written materials and diagrams describing the features of each. Community members were invited to express preferences among the different alternatives.

The fundamental differences between the alternatives were over the number of traffic lanes on Slauson Avenue, the width of sidewalks along the Avenue and provisions for a Class III bicycle lane.

The results of this survey are on the Supervisor's website at ridley-thomas.lacounty.gov. The number one vote-getter was Alternative D-1, which offered 20 foot-wide sidewalks to enhance the pedestrian retail and outdoor restaurant experience along Slauson between Angeles Vista and Overhill.

At the community meeting, there was vigorous public discussion about the survey results. From this discussion came a consensus recommendation to move forward with an Environmental Review of five alternatives.

The alternatives analysis will study one, two or three through lanes for automobile traffic, either with or without a bicycle lane, a total of five alternatives . . .

| Number of Traffic Lanes | Width of Sidewalks | |
|-------------------------|--------------------|-------------------|
| | with Bike Lane | without Bike Lane |
| 1 | 20 ft | 25 ft* |
| 2 | 11 | 16 |
| 3 | 8 | 13 |

* This option is not necessary; a 20 foot sidewalk leaves sufficient space for the bikeway.

Alternatives with fewer automobile traffic lanes allow for wider sidewalks and more pedestrian activity, and, conversely, those with more traffic lanes result in narrower sidewalks.



The Environmental Review will study automobile traffic levels of service for each of these five alternatives. Once this data is collected, another community meeting will be held to discuss the fundamental issue, which is the balance between . . .

- a) accommodating more through traffic for automobiles, and
- b) providing an attractive pedestrian-oriented walking environment with restaurants and retail stores.

The February 22 public meeting also featured remarks by Culver City Councilmember Andy Weissman, who described the careful steps taken by Culver City in the highly successful revitalization of its downtown core.

Stay tuned for results of the Environmental Review traffic studies as the Slauson Avenue improvement project moves ahead.